

Approved For Release 2001/07/26 : CIA-RDP74B00447R000200030001-7

SECURITY CLASSIFICATION

SECRET

TYPE MSG

BOOK

MULTI

SINGLE

XX

PRECEDENCE

ACTION **IMMEDIATE**

INFO

DTG

FROM: [REDACTED]

8127

TO: [REDACTED]

IDEALIST [REDACTED]

REF: A. [REDACTED] (IN 31249)

B. [REDACTED] (IN)

1. THE FOLLOWING INFORMATION IS FORWARDED PERTAINING TO THE
CANOPY LOSS WHICH OCCURRED ON A/C NBR 0X, 18 DEC 68.

A. THE A/C WAS SCHEDULED FOR [REDACTED] TEST SORTIE, TAKE-OFF
0830L, 1588 FUEL LOAD, PILOT: [REDACTED]

B. A/C PRE-FLIGHT AND ENGINE START WERE BOTH NORMAL; PILOT
STATES HE PUSHED THE CANOPY LOCKING LEVER FORWARD AND VISUALLY
CHECKED THAT ALL THREE CANOPY LOCKING [REDACTED] ENGAGED IN A
NORMAL POSITION.

C. AFTER A NORMAL TAKE-OFF, THE AUTO PILOT WAS ENGAGED.
BETWEEN 12M AND 15M FEET ALTITUDE, THE CANOPY SEPARATED FROM THE
AIRCRAFT WITH A LOUD "BANG". THE AIRCRAFT WAS VISUALLY CHECKED
BY A T-33 AND THE CANOPY WAS OBSERVED [REDACTED] ON THE LEFT SIDE
OF THE AIRCRAFT FORWARD OF THE LEFT [REDACTED] INTAKE. THE PILOT
REQUESTED A LAKED LANDING AND BEGAN [REDACTED] FUEL WHILE

SPECIAL INSTRUCTIONS

CO [REDACTED]

DO [REDACTED]

DM [REDACTED]

25X1A

FSO [REDACTED]

ILLEGIB

DATE ILLEGIB

19

MONTH

2300Z

YEAR

DEC

PAGE NO.

1

68

PAGE NO.

PAGES 2

D
R
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R

TYPED NAME AND TITLE

PHONE

R
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SIGNATURE

TYPED (or stamped) NAME AND TITLE

25X1A

OPERATIONS OFFICER

SECURITY CLASSIFICATION

SECRET

DECLASSIFYING INSTRUCTIONS

CR-1

DD FORM 173

1 NOV. 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆ GPO 1966-206-552

~~SECRET~~

PRECEDENCE	RELEASED BY	DRAFTED BY	PHO
ACTION IMMEDIATE			
INFO			

RETURNING TO THE LOCAL AREA.

D. WHEN THE OUTBOARD AND INBOARD TANKS WERE EMPTY, AS INDICATED BY COCKPIT LIGHTS, THE PILOT CHECKED THE AIRCRAFT SLOW SPEED CHARACTERISTICS BY REDUCING AIRSPEED TO JUST BELOW THRESHOLD AIRSPEED (73 KTS) WITH GEAR DOWN, SPEED BRAKES, STALL STRIPS, AND FULL FLAPS. AT THIS TIME THE ONLY ABNORMALITY NOTED WAS A YOKE POSITION OF APPROXIMATELY 10-15 DEGREES RIGHT. FUEL WAS NOT TRANSFERRED TO CORRECT THIS CONDITION BECAUSE (1) THERE WAS NO NOTICEABLE YAW AT SLOW SPEED WHICH WOULD BE EXPECTED WITH IMPROPER FUEL BALANCE AND (2) THE PILOT FELT THAT THE YOKE POSITION WAS EITHER DUE TO THE HANGING CANOPY OR PERHAPS A WING OR AILERON DAMAGE.

E. DURING THE LANDING APPROACH TO THE LAKEBED, THE YOKE POSITION STEADILY INCREASED; BY FINAL APPROACH IT HAD PROGRESSED TO THE 30-40 DEGREE POSITION. BY TOUCHDOWN THE PILOT WAS REQUIRED TO HOLD THE YOKE IN THE 90 DEGREE POSITION; AFTER APPROXIMATELY 5 SECONDS THE LEFT WING CONTACTED THE LAKEBED FOLLOWED BY A SLOW GROUND LOOP TO THE LEFT PASSING THROUGH 120-140 DEGREES.

2. ON 18 DEC 68, THE AIRCRAFT WAS INSPECTED BY [REDACTED] REPRESENTATIVES; A REPORT OF THEIR FINDINGS WAS SUBMITTED VIA REFERENCED MESSAGE.

25X1A

3. ON 19 DEC 68, [REDACTED] WAS [REDACTED] APPOINTED AS THE SQUADRON ACCIDENT INVESTIGATING OFFICER TO CONDUCT AN OFFICIAL INQUIRY

INTO THIS INCIDENT IAW PHD 50-10-20. AN INTERIM REPORT WILL BE

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		2	3		
REGRADING INSTRUCTIONS				SECURITY CLASSIFICATION	

DD

FORM 1 NOV 63

173-1

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~~SECRET~~

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SECRET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION IMMEDIATE			
INFO			

SUBMITTED BY MESSAGE ON 30 DEC 68; A FINAL REPORT WILL BE
FORWARDED BY 4 JAN 69.

4. AS INITIAL PREVENTIVE MEASURES, [REDACTED] HAS TAKEN THE
FOLLOWING ACTIONS PENDING RECOMMENDATIONS OF THE INVESTIGATING
OFFICER.

A. AFTER CLOSING THE CANOPY PRIOR TO EACH FLIGHT, THE
MOBILE OFFICER WILL (1) VISUALLY CHECK THE EXTERNAL CANOPY
INDEX FOR PROPER ALIGNMENT (2) VISUALLY CHECK THE INTERNAL
LATCH MECHANISM FOR PROPER POSITION.

B. THE CREW CHIEF WILL RECHECK THE CANOPY EXTERNAL INDEX
FOR PROPER ALIGNMENT.

C. ALL U-2 PILOTS WILL BE [REDACTED] ON THE "R" CANOPY
LOCKING MECHANISM AND WILL MAKE A VISUAL CHECK PRIOR TO TAKE-OFF.

END OF MESSAGE

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REGRADE INSTRUCTIONS				SECURITY CLASSIFICATION	

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